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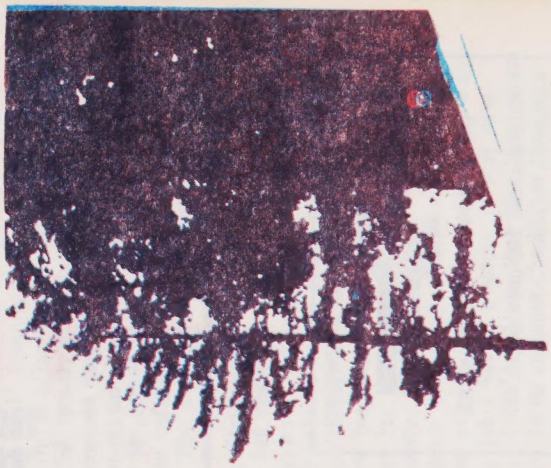
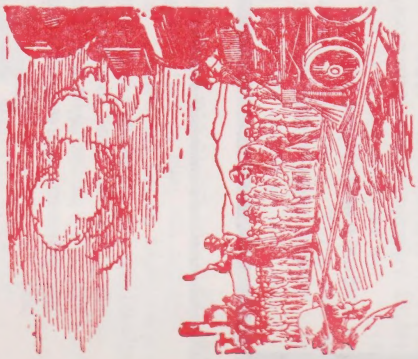
VOL. 9 NO. 1
JANUARY 1979
ISSUE NO. 183

# RAIL TRAVEL NEWS





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As in past issues this valuable compilation contains a listing in numerical order of all Railroad, Operating Authority, and Transit passenger cars in active service during 1978 showing prior owners, names and numbers, builder and year built.

Besides showing disposition of all cars retired in the past couple of years, we have a special feature in this volume showing the complete disposition of over 400 Amtrak cars sold since the energy crises in 1974.

Note: The amount of material to be included in the Private Owner and Museum section has become so great that this will have to be covered in a separate Volume from now on. You will be advised of this volume and the price as soon as we can schedule a publication date. Our goal is to have this out before Christmas 1978.

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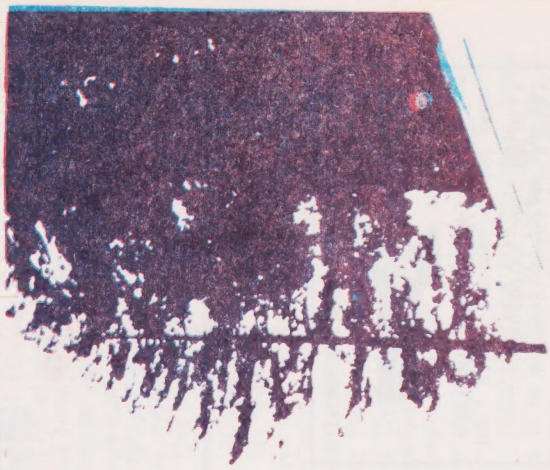

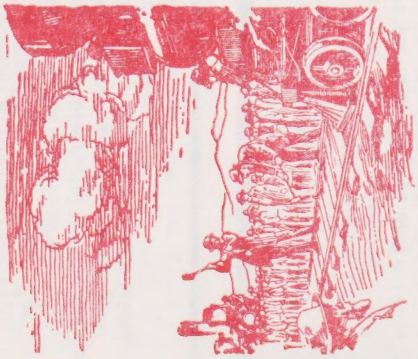

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# BOOKS

We were very pleasantly surprised and envious too at the appearance a few weeks ago of Rail Transportation Archives' "1978-79 Amtrak Annual." Publication of the book was well behind schedule (but not as long as RTN's Yearbook, which is still in the works!), but it was certainly worth waiting for. Author-publisher Craig T. Anderson apparently put together this very handsome 160-page book single-handedly, and even took the vast majority of the photographs himself--no mean feat, considering the wide coverage of trains, equipment, locations, time and type of photo. The book covers the Amtrak system from an operational and equipment standpoint. The equipment lists contain information available elsewhere, but the rest of the book is quite original--very readable and informative. For instance, the section "The Trains of Amtrak" covers each train in numerical sequence, giving a capsule history of the train from its pre-Amtrak origin to the present. This all-slick-paper book is obviously a labor of love, and would appeal to any RTN reader. $12.95 plus $1 postage from Rail Transportation Archives, PO Box 1970, San Francisco CA 94101.


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# THE COVER STORY

Our cover reminds us that 1979 marks the 110th anniversary of the completion of the first transcontinental railroad. The old engraving pictures the driving of the golden spike at Promontory, Utah on May 10, 1869. The photo below we found in our files recently--an Agfachrome slide by Jim Russell taken May 9, 1969 from the rear car of an excursion train heading over the Sierra to a golden spike centennial celebration. On the next track is the westbound CITY OF SAN FRANCISCO, with an SP full-length dome lounge car a slight blur as it passes. There is a strong possibility that under White House pressure passenger service on this Overland Route will be discontinued this year after 110 years of operation.

# LETTERS

Too bad you did not mention in issue no. 181 one of the major factors contributing to lower Amtrak ridership--namely, increased fares.

As airlines cut fares and as inflation dipped into pockets, Amtrak raised its summer fares in order to reduce ridership. Can anyone name a bus company which raises fares during the summer? Or on Friday and Sunday?

I wonder how long it will take Amtrak to find a marketing staff capable of appealing to the public economically.

Samuel S. Stokes, Jr.
Alstead, New Hampshire

I have been an Amtrak employee for five years. Your magazine is very up-to-date, as many times I read something by your writers before Amtrak can tell me about the same thing. I believe, however, that your magazine is too pro-Amtrak. I think you need an investigative reporter to explore the inner-company politics that go on daily. The employee morale is at an all-time low. I am nothing more than a puppet playing a game that some bureaucrat calls running a railroad.

I talk over the counter every day to hundreds of people. I hear more complaints than one can imagine. I've heard many horror stories. I sometimes wonder if one of our vice presidents could put up with the job I have. I wonder if they have heard the same complaints that I hear daily. I don't believe that they have, since the same problems arise day after day. There is no way that the bottom line employee can air his problems with our men in Washington. I only hope that they wise up before it is too late.

To show my support of our passenger rail system I am willing to sell my Amtrak 5-year pin to the highest bidder and donate that money to the National Association of Railroad Passengers. This is my way of voicing a deep internal problem and at the same time supporting something that I firmly believe in.

Name withheld

(Ed. note: The above reader asks RTN to be the intermediary in this sale with the money going to NARP. You can send your bids to RTN. The pin is described as having a ruby center with "Amtrak" imprinted on a bronze background. It can be used as a tie pin.)

I want to congratulate you and your contributors on maintaining such a high quality publication consistently, issue after issue, over the five years I've subscribed to RTN. You seem to be able to find enjoyable, positive articles during these times of apathy bordering on despair in the passenger train industry. You really are to be commended.

The circumstances surrounding Amtrak are becoming pathetic. It seems to me there are forces whose plan or goal is to destroy not only Amtrak the entity, but also to destroy the concept of a unified surface transportation system as an enjoyable alternative. It seems that no matter what Amtrak tries to do to improve itself or its service, there are always circumstances to negate Amtrak's efforts.

The first area is equipment purchasing and maintenance by outside contractors. Amtrak pays a very full price but gets inferior or untested equipment (not counting the condition of everything in May, 1971). There were the following:

(A) 150 SDP40F's with a truck design already in question by several Canadian and Western railroads before their delivery to Amtrak.

(B) The Amfleet cars, relatively successful, but with many earlier cars needing several retrofits.

(C) The E60 locomotives--the greatest delivered disaster to date. I know from people on Amtrak's and Penn Central's payroll how full of problems these boys were.

(D) The diesel power cars built to get the Amfleet into service also had many problems including fires enroute.

(E) Many of the shopped cars didn't last very long. I guess there is some excuse here due to the age of the cars, but the fact remains that a lot of good money was spent without the expected return on investment. The same is true of many E units.

(F) Finally, there is the fiasco called "Superliner". Does anyone in his right mind believe that all the problems and delays are circumstantial? I predict there will be serious problems with these cars, hopefully none involving accidents.

My second area of concern is how and why several of the contracting railroads give Amtrak such poor over-the-line service. The railroads are being compensated well for the passenger train burden, but some act as tho the trains are still costing them a fortune. As you've mentioned many times, the worst offender is Conrail, who should be most willing to cooperate but instead is often openly arrogant about being expected to run the trains well, tho they're not only paid by Amtrak but are heavily funded by tax dollars in their own right. Where is the improved service from all of <u>those</u> tax dollars?

Greg Cuprys
Burbank, California

There is no indication in the FLORIDIAN hearings report that those testifying in favor of a rerouting via Atlanta were aware that it could transit both Atlanta <u>and</u> Birmingham--the alternative a second look at the statistics and economics favors. So what happened at hearings conducted by FLORIDIAN project officer Harold Graham was that people in Georgia favored an Atlanta-Chattanooga routing without being aware of its comparatively unfavorable statistics. And those in Birmingham said to keep the train on its present route, except for the one person who favored the possibility of rerouting via Birmingham and Atlanta. And an Atlanta routing--including Macon and Savannah--is a major item in improving FLORIDIAN performance.

When the FLORIDIAN report was presented to the Amtrak directors over a year ago, they heard that rerouting--down South--was contingent on a rerouting via Indianapolis--up North, a $35,000,000 matter. No wonder a common-sense rerouting via Atlanta hasn't taken place ages ago, as Congress intended when it upped Amtrak's funds a year ago.

Robert J. Swan
Long Beach, California


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# CHRISTMAS EVE ON THE EMPIRE BUILDER

**by Glenn Lee**

RTN'S SIXTH ANNUAL REVIEW OF EMPIRE BUILDER OPERATIONS

The December 23 departure of the EMPIRE BUILDER from Seattle had been completely booked, so I settled for the Dec 24 train, hoping to arrive in Pasco WA at 11pm in time to join a Christmas Eve party before it folded.

DELAY IS THE DEADLIEST FORM OF DENIAL --C.N. Parkinson

I appreciate wintertime train travel across the Cascade Mountains very much. Snoqualmie Pass is difficult to drive even in relatively good weather, and I have hated it as long as I can remember it, which was in the summer before I entered first grade. In the winter of second grade I recall being stalled in the family car as yet another snowslide was slowly removed from the pavement. Later, I have skidded over ice and thick rainwater runoff, and I feel the Snoqualmie Pass highway always will be a pain. It's great to have a train!

Passengers began boarding about 4:50pm. The King Street station seemed quieter than in previous busy evenings, and the crowd of about 100 was on board in just a few minutes. The consist of the train was engines 235 and 290 (stencilled "Los Angeles" below the cab); heater cars 668 and 667; cars 2267 "Placid Vale", 2672 "Silver Hollow", 2670 "Silver Terrain", 8068 (backwards in train), 9814 "Silver Kettle", 9461, 4551, 4893, 9451 "Silver Lodge", 1553, 1204, and BN 206--one of a number of BN baggage cars leased by Amtrak after the derailment of the eastbound NORTH COAST HIAWATHA near Missoula in early December.

I climbed aboard 4893 and sank into a state of relaxation. Departure time of 5pm came and went. At 5:20 passengers began loading for the Amfleet MOUNT RAINIER nearby, which consisted of four cars for Portland. By 5:30pm some 60 passengers had boarded the MOUNT RAINIER, which departed on time. About 5:45 I left my seat to see if I could determine the case for delay, and was somewhat startled to find the forward section of the train gone.

"Migawd what happened?" I asked the porter. "Oh, nothing to worry about" he replied. "They were having trouble with one of the car heaters so took the train to the yard to exchange it."

"With passengers on board?" I asked incredulously.

"Oh, yes. Now please climb on board, as we don't want the other passengers to see you and have them want to wander around the station while we're waiting," the porter said.

The problem was with ex-GN dome coach 9461, which had been gushing steam as we boarded--so much, in fact, that I thought the car could be considered a compact micro-festival of enthusiasm for the potential of geothermal energy.

I returned to my seat with no idea of when the train would leave. Passengers were told nothing. I began thinking of how I would design the next DOT report about Amtrak, which would be an evaluation of the various methods which could be used to persuade more people to ride trains. That would no doubt be an interesting report, especially if it contained data on why people now avoid many Amtrak runs; and how much change in patronage even small amounts of advertising might accomplish. For a "Can Do" nation, such an arresting change in DOT's approach might be a real call for action. Perhaps the DOT might even include an appendix on steam leaks in Amtrak cars which the management years ago refused to convert to electric power.

At 5:56pm a series of bumps said that our train was being reassembled. I walked forward to coach 4551 to watch the coupling from the forward vestibule. Car 9461 had been dropped, and the consist had shrunk from four coaches to three. I was in time to see carknockers begin wrestling with overhead wiring, and departed just moments after a shower of electric sparks illuminated the area.

Departure was 6:06pm, 66 minutes late. The beautifully clear day in Seattle had given way to a night filled with stars, which could be seen with reasonable efforts thru the somewhat deteriorated glass of the rear dome coach, the "Silver Lodge".

We left East Auburn at 6:47, now 69 minutes late, and after some moments in the dome I moved to the dining car.

NOTHING COULD BE FINER

In the dining car, former EMPIRE BUILDER "Lake Wenatchee" (and an Amtrak "A" list car eventually to be converted to all-electric utilities) I enjoyed a pleasant meal. The food was good, if somewhat insufficient. There was a white tablecloth, a real carnation in the small vase, backed by plastic leaves, and I enjoyed having a banquette at the end of the dining room all to myself. Amtrak's intense blue is too much in sight, and I missed the stern portrait of James J. Hill, the Empire Builder himself, which formerly gazed down upon diners. I noted that the etched glass dividers alongside each of the four banquette sections were all intact. I regretted that there was not more business, both for the sake of Amtrak revenues and for helping the crew keep their minds from the fact that they would be working on Christmas Day.

CLOSE ENCOUNTER WITH SHINING MOUNTAINS

One year before, the EMPIRE BUILDER's Stampede Pass route was closed by washouts after rains of up to eight inches in 24 hours. During the nearly 8-month shutdown, BN did track work in the area, and the train ride is now smooth and comfortable.

Thru the dome windows the mountains could be seen by natural starlight (despite some deteriorated glass). It was the dark of the moon, so one had to peer intently. Stampede Pass is far from busy highways, and no lights are visible after leaving Lester except those of the train. One can imagine that this is what mountains must look like in distant parts of Alaska or the Arctic.

There had been fog coming up the valley to Lester, where we passed at 7:48, some 68 minutes late, and the locomotives seemed up to the challenge of the night, making up 4 minutes, and reaching the East Portal of Stampede Tunnel at 8:14, 64 minutes late.

In the 1920's, Northern Pacific had surveyed low-level crossings of Stampede, and had selected as the best alignment a 5-mile tunnel which would have allowed NP to maintain the existing 1.1% ruling grade from Auburn to Lester on the west, and the 0.78% grade from Yakima to Easton on the east. West Portal would be at elevation 2000 feet in the valley just below the eastbound route in use today. The East Portal would be at elevation 2350 feet below the present Milwaukee Road route near Whittier siding. Such a tunnel, if built, would not only speed passenger trains across the pass 20-25 minutes faster, but also would reduce the summit elevation (at Martin, 2820 feet) by nearly 500 feet, placing the route below the zone of heaviest snow problems.

It's a project for the Corps of Engineers, I thought, as we moved thru the Stampede Tunnel and began our descent of the 2.2% grade on the east side of the pass, where the double track yet survives. Some sources say BN, growing concerned about freight congestion on the Cascade Tunnel route, with its heavy grades and lack of siding capacity, may begin diverting bulk freight such as grain and coal to the Stampede route, reserving the Cascade Tunnel line for time-sensitive freight. If so, this may mean up to four freights per day each way on Stampede, up from the one or two which now cross the mountains on the ex-NP route.

Once on the floor of the Yakima Valley, the EMPIRE BUILDER continued to make up a little time, speeding thru the cold and clear night.



VALLEY SONG

We left Yakima 63 minutes late. We had deposited 7 passengers in Ellensburg this Christmas Eve, and another 15 in Yakima, and the train seemed emptier as we picked up speed on the flat, straight track south of Yakima. It seemed good to be "home" in the Yakima Valley, one of the most beautiful places in the world. Even rushing thru at 80mph in the dead of winter, one can see in the mind's eye the beautiful fruit tree blossoms of spring, smell the air heavy with odors of grapes and mint in the summer, and mentally experience the burning leaves and early morning frosts of fall.

I acquired a seatmate at Yakima, a happy senior citizen who said she was 84 years of age, but seemed like 60. Valley people need trains too. She was en route to Spokane, one day late on her holiday travel. Her son had called from Spokane and said he'd drive over and pick her up. The son spun, slipped and slid in his car from Spokane as far west as Sprague, and there inquired about road conditions after passing 20 cars in the ditch, one of the last a pickup truck with the driver still inside. The son said he didn't know if the driver was dead or alive. Upon finding road conditions to the west just as bad, he said via phone he'd turn around and asked Mom to take the train, which he would meet at 1:50am in downtown Spokane.

"Mom" said that was fine with her, but admitted that "these trains aren't at all what they used to be" and then gave a short Lucius Beebe-type discourse on how good the old dining cars had been. She was a real pleasure to chat with on Christmas Eve.

THERE'S NO PLACE LIKE ROME FOR THE HOLIDAYS

At Prosser I returned to the dome to watch the train snake around curves alongside the Yakima River. I began to fall hypnotized to the pleasures of travel by dome car on this dark night. Trainmen climbed into the dome of "Silver Lodge", and I listened to "train talk" on their portable radio sets. The tone gradually grew less festive as it became apparent that the freight train sent east from Yakima ahead of us had faltered and then stopped on the grade eastbound between Kiona and Badger. Trainmen guessed we'd be stalled too, and they were correct.

A localized geologic uplift in ancient times diverted the Yakima River from its old bed (in what is now Badger Canyon) northward at Kiona, leaving an attractive route for the early railroad builders, its major drawback being an approximate 1% grade for several miles. Midpoint on this hill is a siding, one of many removed with the advent of diesels in the 1940's, called "Rome." Rome is like Stampede Pass in that it is in the "middle of nowhere." And this is about where the EMPIRE BUILDER came to a halt at 11:37pm on Christmas Eve. First warning had been at 11:28 on the train radio, and the red block was reached at 11:32pm.

A heavy load had stalled the freight, and the crew had elected to "double the hill", leaving the rear "cut" of cars on the main line and pulling the first half of the train to the summit at Badger siding, returning for the rest as soon as possible. The train crew seemed as exasperated as any of the passengers. "Do you think someone'll get chewed out for this?" asked one crewman. "Nah, nobody cares about this anymore" came the reply--a good line, perhaps, for the second half of Ayn Rand's "Atlas Shurgged" novel. She may have been more prophetic than she knew.

Aside from occasional bits of chatter on the trainmen's radios, there was little to do but watch the stars. Time passed. Very slowly.

At 12:17am the radio announced that the freight crew was "dead" in 15 minutes, having worked their 12 hours for the day. Yes, it was now Christmas Day. A few people in the dome noted the holiday, and addressed half-hearted greetings. High above, a jet plane with a strobe light flew thru the handle of the Big Dipper. Outside, a pickup truck drove by on the county road, the driver now doubt wondering "What now?"

By 12:28am we were moving slowly ahead. About 12:44 we slowed and boarded the caboose crew from the stalled freight at Badger, and at 12:46am stopped to pick up

the engine crew. The freight was left behind unattended as the "dead" crewmen were carried back to Pasco and home for the holidays.

"Total delay for this was one hour and 16 minutes. How does that grab you?" asked the EMPIRE BUILDER engineer on the train radio to the crewman in "Silver Lodge". "That grabs me jus' fine" replied the trainman as we departed Badger two hours and 9 minutes late.

Arrival in Pasco was 1:10am, or two hours and 10 minutes late. I had hoped my relatives would not stay up to meet me. On the platform was a crowd of loyal relatives, waiting for loved ones. Construction workers and their attentive wives... Mormons devoted to family... Flashbulb smiles and squeals of recognition and happiness... Much hugging... As 22 passengers disembarked in the chilly night... Crowding around the baggage cart looking for suitcases... My own relatives had indeed given up, and had placed a car at my disposal, keys at the ticket window.

Home about 1:50am. My mother was waiting up, and asked: "What happened?" omitting the words I hoped she'd not say: "this time?" They continue to wonder why I insist on riding the train. Perhaps some future DOT report might go into that question.

## THE EMPIRE BUILDER - A BELEAGUERED INSTITUTION

For those who have ridden the NORTH COAST LIMITED and EMPIRE BUILDER trains for many years, the sadness on riding these runs today is not easily said. That the cars, the service, and the snappiness of the contracting railroads has fallen so badly is a great unhappiness.

The Burlington Northern's interest seems at new lows; not because of BN's dislike for passenger services so much as for the fact that BN is not "making it" and seems to be another Penn Central in the making. Waterfront sources in Seattle have told me recently with disbelief that freight cars loaded in Portland are taking ten days to make the 180-mile trip to Seattle. If it goes down, BN probably won't crash like a wounded rhino in the African wild as did Penn Central; but rather will go down gracefully and artistically like a dying swan. Both the employees and the management don't really seem to care, and passenger performance shows it, not to mention the freight performance.

Amtrak officials in Washington deserve much of the blame. For many seasons, Northwest Amtrak riders have been put off with visions of Superliners dancing in the heads of the Amtrak home-office groupies, who do not seem to cars about their passengers, nor for the communities served by the trains. The equipment has not been repaired, in a policy of not-so-benign neglect on the grounds that to do so would "waste" money. They need only ask about passengers chilled and delayed in winter, and roasted in summer about the wisdom of that policy, as Superliner cars are further and further delayed. Indeed, the number of unuseable cars has grown so great that Amtrak is no longer able to field the 14 trains per week between Seattle and Chicago each way that had been customary in summer and winter holiday peak periods. We are now down to 7 trains per week, and the results are predictable.

All other nationwide cuts of one year ago in Amtrak service are now restored except those of the EMPIRE BUILDER and NORTH COAST HIAWATHA. Dome cars are slated for retirement with no request whatsoever for public comment on this move. Schedules are juggled as badly as with the FLORIDIAN a few seasons ago.

Trains are running horribly late. The EMPIRE BUILDER I was to return to Seattle on was crossing Montana on Dec 29. It was 5 hours, 14 minutes late at Wolf Point; departed Havre 7 hours late, Cut Bank 8 hours, 22 minutes late, and was cancelled up arrival at Libby, where the passengers were put up in motels until buses could be sent to rescue them. Amtrak said the last of those rescued departed westbound from Spokane at 6:30pm the next day. On the following day, the EMPIRE BUILDER westbound in Montana was doing as badly, but moving: 9 hours late leaving Glasgow; 13 hours late leaving Havre; and 14 hours late leaving Libby.

I returned to Seattle by Greyhound.

# DOT REPORT PLAYS "MUSICAL ROUTES" WITH AMTRAK

The final version of the Dept. of Transportation's Amtrak route cutback plan, originally scheduled for publication Dec 31, is not finished as we go to press, and no definite announcement date has been given, but many do not expect the plan to be announced before the end of January. (Congress has 90 days from the publication date to act on the plan; if the plan is not modified by Congress, it will by law take effect Oct 1.)

Critics have charged the DOT with playing "musical routes" with the Amtrak map; and indeed it is known that the DOT was literally adding and removing routes from day to day in an attempt to form a route system that it believes would fit the White House's announced operating budget of $552 million for Amtrak for the fiscal year starting next Oct 1.

The most recent version of the DOT plan, as we go to press, contained the following elements:

SERVICES ELIMINATED

*NATIONAL LIMITED *NORTH COAST HIAWATHA *SOUTHWEST LIMITED *PIONEER
*CRESCENT *LONE STAR *INTER-AMERICAN *FLORIDIAN *SAN JOAQUIN
*PACIFIC INTERNATIONAL *MONTREALER *CARDINAL *SHENANDOAH
*HILLTOPPER *BLUE RIDGE *All but one NY-Florida train

SERVICES RETAINED

*All Northeast Corridor *All Empire Service *COLONIAL *PANAMA LTD.
*EMPIRE BUILDER (tri-weekly) *SUNSET LIMITED (tri-weekly) *SAN DIEGANS
*COAST STARLIGHT (re-routed via Sacramento) *Chicago-St. Louis trains
*Chicago-Detroit trains *NORTH STAR *ADIRONDACK *All 403-B trains(?)

SERVICES RE-ROUTED

*One Chicago-California train running on Santa Fe Chicago-Kansas City, on UP Kansas City-Denver-Ogden, then splitting with one section going to Oakland on present SAN FRANCISCO ZEPHYR route and one going to Los Angeles on UP via Las Vegas.

*LAKE SHORE LIMITED running from Chicago via Detroit to Southern Ontario and Buffalo and thence on regular route, with Boston section retained.

*BROADWAY LIMITED running on present LAKE SHORE route to Cleveland & Pittsburgh, then on present route to NY, with connection from Washington via Cumberland.

Please note that the above are preliminary decisions, and that the final DOT report, which will probably be out at the end of January, may differ somewhat. One of the reasons for delay of the report was reportedly that the White House noted that with the exclusion of the CRESCENT, which Amtrak is just taking over, the President's home state of Georgia is left with little train service.

# WHITE HOUSE SETS FISCAL 80 AMTRAK BUDGET

President Carter on Jan 22 made known his federal budget for the fiscal year starting next Oct 1, and it included $552 million for Amtrak operating expenses. The final figure is very close to the amount that the DOT requested for Amtrak, and higher than the Office of Management and Budget was originally set to give (see RTN no. 181). In addition to the operating budget, the White House is set to give Amtrak $55 million in labor protection funds for dismissed employees ($45 million to Amtrak employees and $10 million to railroad employees), $12 million for the final purchase installment on the Northeast Corridor, $25 million in debt retirement funds, and $160 million for capital expenditures including reroutings that would be required by the DOT plan. The total amount for Amtrak is $760 million. This amount comes out of a total DOT budget of $17.6 billion, up slightly from the present year. The DOT budget includes $11.9 billion for highways, railroads and mass transit ($97 million less than this year, with no increase in mass transit operating subsidies) and $3.1 billion for air "safety and

reliability". The budget stated that the DOT wished to spend more money for the avoidance of aerial collisions (undoubtedly inspired by the San Diego collision of late 1978 that took 144 lives), but it was not clear whether that money is included in the present budget figures. President Carter, in presenting the budget, made the statement that "the nation can no longer afford the luxury of maintaining rail passenger trains that on many routes are little used." The federal deregulation of transportation, begun in 1978 with the airlines, was stated as a major goal of the next fiscal year.

# URBAN-SUBURBAN TRANSIT

## BART'S WORST CRISIS

Transbay service on BART has been shut down for an estimated 3-4 weeks after a disastrous fire on a BART train in the underwater tube resulted in the death of one fireman and smoke inhalation injuries by over 40 firemen and passengers.

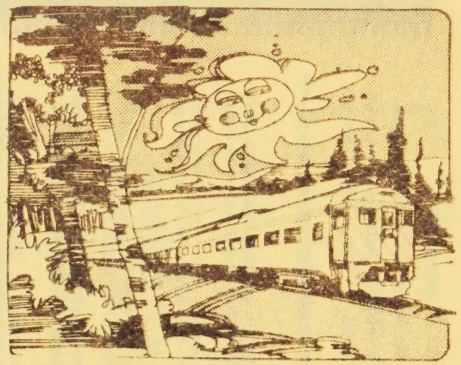
At 6:15pm on Jan 17 a westbound BART train about one mile into the tube from the Oakland West station caught fire at the rear after an as-yet unexplained flash and exploding sounds. The train, fortunately with a light load, came to a halt, and the incidents from that point on unfolded into a story of blunders and unpreparedness.

It was later noted that another train had suffered a spark and explosion at the same location about an hour earlier, but after a routine inspection service continued. The Oakland fire department was summoned, and fire fighters reached the train in about 40 minutes. San Francisco firemen were mysteriously not called for about a half hour. A fully loaded eastbound train was sent into the tube as a "rescue train" for the stranded passengers, who were led into the eastbound tube thru a central utilities tunnel. Passengers on the "rescue train" were not informed of what was happening or given the option of leaving the train before it departed the Embarcadero station. The worst problem was the vast amounts of thick, acrid smoke given off by polyurethane in the train and particularly in the train's seats. BART had received a federal grant to replace the seats but had not done so yet. The smoke was what killed Oakland fireman William F. Elliott and nearly overcome many others. Firemen found that their gas masks were inadequate. San Francisco firemen found transportation equipment that had been set up for such an occasion either missing or inoperative. The tube's ventilation system could not handle the smoke, and the rescue train's rapid departure createda vacuum that further fanned the flames. There was a problem with the access doors between the several sections of the tube. By the time the distressed train had been pulled from the tube, it was almost completely destroyed.

The Public Utilities Commission, down to two members because of recent resignations, ordered the tunnel closed to traffic until the San Francisco and Oakland fire departments were satisfied that improvements in fire fighting ability had been made and other safety investigators had given their approval. The result was an immediate increase of Bay Bridge traffic with massive rush hour traffic jams, altho BART is paying AC Transit to run shuttle buses from the MacArthur station to San Francisco for transbay commuters. The public relations blow suffered by BART and by public transit in general was staggering. TV and newspaper people played up the horror story for all it was worth. Public officials said on TV that they do not ride BART because they feel it is unsafe, and prefer their private cars. (No BART passenger fatality has yet been recorded.)



# RAIL CANADA



TRANSPORT 2000 CANADA President Harry Gow said on Jan 6 that his consumer association had sent a telegram to the Air Transport Committee opposing Canavia Transit's application to this committee of the CTC for permission to operate a STOL service in the Central Canadian Corridor. Gow stated that Toronto City Council, owners of the Toronto Island Airport, had made known their opposition to the STOL plane's use of the airport, following extensive hearings. "The environmental nuisance of this rich man's plaything, financially accessible only to such expense account travelers as MOT bureaucrats and executives of large firms, will be compounded by the financial drag on the taxpayer of the indirect subsidies required to get it going and maintain it," Gow averred. Finally, Gow stated that Transport 2000 opposes STOL because of the impact on surface carriers such as VIA Rail Canada, which "is just getting started" and Voyageur, which is having "crippling labour problems on a recurring basis, and which will need time to get off on the right foot again."

VOYAGEUR BUS STRIKE which began in Central and Eastern Quebec Dec 18 was still on as of Jan 6. All operations of this important bus company east and north of Montreal were interrupted (but Montreal-Ottawa-Toronto buses were running). VIA trains were almost the only public transportation left just before Christmas. The situation was described as one of "chaos" in Quebec at that time, especially at Montreal Central Station. All Maritimes trains were sold out two weeks ahead. On Dec 22 the Montreal-Senneterre and Montreal-Chicoutimi trains were running late due to the press of passengers. At Central Station there were 800 passengers for these trains with space for only 350. VIA could only make up a second train to Chicoutimi, mostly of Montreal pool commuter cars. The worst day reportedly was Dec 23 when the Montreal-Halifax OCEAN, with 19 cars and 4 engines, left Montreal completely filled. At St. Lambert, 3 miles away, 20 passengers who had held reservations for weeks were left behind. At St. Hyacinthe 50 were left behind, and similarly at other stations. The second section of the train was also sold out. Needless to say, bumped passengers were very angry.

VIA RAIL CANADA has issued a new timecard for the E&N service on Vancouver Island, dated Oct 29, 1978. It carries the drawing reproduced above.

CANADIAN TRAIN SUPPORTERS, as well as railroad people, are pushing for the altered service in the Maritime provinces to include the OCEAN running thru to Halifax daily (not on holidays only, as the CTC preferred plan indicates--see last issue of RTN). Supporters point to economy in service and passenger convenience of terminating all long distance trains in Halifax. Transport 2000 warns that the CTC's plan of cutting the trains back to Moncton does not guarantee that extra inter-city trains will be introduced over the same lines. Even tho the CTC and VIA approve such extra trains, the MOT and the Treasury Board would be opposed.

AUTOMATED RESERVATIONS SYSTEM for VIA will be called RESERVIA, to replace the present Electronic Reservation System in Mar 1980. There will be four Central Reservation Offices: Moncton, Montreal, Toronto and Winnipeg.

WINNIPEG CROSS-CONNECTION of transcon VIA trains is suffering problems. The connection has been missed more than once, resulting in angry letters to newspapers.

(continued on page 20)

# transport 2000

## WHAT IS TRANSPORT 2000?

– Transport 2000 Canada is a non-profit federation of public transport consumer groups. Our goal is the rational use of resources in transport to ensure maximum social benefits and environmental protection for Canadians. To achieve this, we urge that priority be given to public transport, especially rail and bus.

## WE GET AROUND!

– Transport 2000 is an **international movement** involved in many campaigns for better public transport. Begun in the United Kingdom in 1972, TRANSPORT 2000 spread to France in 1975, Canada in 1976, and Switzerland in 1978. **Transport 2000 International,** formed in 1978, also includes the National Association of Railroad Passengers (NARP) in the United States.

– **In Canada** we span the country from east to west. Regional groups exist in the Maritimes (Transport 2000 Atlantic), Central Canada (Transport 2000 Quebec, Ottawa/Outaouais, Ontario), and the West (Transport 2000 Manitoba, Saskatchewan Rail Committee, Transport 2000 Alberta, British Columbia).

## WHY PAY TWICE?

– Transport 2000 objects to the waste involved in the excessive construction of facilities for the private automobile, duplicating existing public transport infrastructure.

– Transport 2000 protests against the over-building of airports and expensive, elitist, energy-wasting short-haul air services.

## TRANSPORT 2000 – A START . . .

Transport 2000 and affiliates have helped achieve:

**Overseas**

– reopening of an abandoned railway line for passenger service (France).

– successful campaign against environmental damage by heavy trucks, and prevention of massive rail line abandonments (GREAT BRITAIN)

– representation of users (NARP) on board of AMTRAK (U.S.A.)

**In Canada**

– active participation in Canadian Transport Commission hearings on national, regional and local train services.

– preservation of transcontinental train service on both CN and CP lines in Western Canada.

– rebuttal of consultants' report calling for reduction of passenger train service in the Maritimes.

– campaign for better urban bus service in Ottawa-Hull area.

– "Le petit train du Nord" – retention and improvement of train service on the Montreal – Mont Laurier line in Quebec.

– adding a turbotrain to the "Adirondack" service, Montreal – New York.

– campaign for reconsideration of rail relocation and retention of downtown rail station as intermodal terminal in Regina.

– restructuring of municipal bus service in Prince George, B.C.

– participation in campaigns for retention of rail service in Newfoundland and on Vancouver Island.

– obtained grants from federal Department of Consumer and Corporate Affairs for consumer complaints and defence.

– become a recognized intervenor at Canadian Transport Commission hearings and a partner in dialogue with VIA Rail Canada, the federal Ministry of Transport, and provincial transportation departments.

## WHY SETTLE FOR SECOND-BEST?

Transport 2000 is working for:

– better coordination of all public transport modes – rail, bus, air, ferry.

– reasonable rail and bus fares.

– improved urban transit, including bus, light rail and suburban trains

– transport facilities for the handicapped

– good passenger train service across Canada

– maintenance or restoration of downtown railway stations as intermodal terminals for all carriers

– user participation in decision-making and public debate and dialogue on public transport

## ALL ABOARD!

– Transport 2000's many members across Canada include specialists in most areas of public transport: municipalities, union locals, chambers of commerce, consumer groups; and individuals concerned about better public transport.

– Transport 2000 publishes a quarterly BULLETIN for its membership, dealing with current topics on the rail and public transport situation; our regioal groups also publish their own bulletins.

– Transport 2000 wants energy conservation – but we need your energy to help us reach this goal.

## THIS WAY, PLEASE!

– Join TRANSPORT 2000. You automatically become a member of our regional or provincial affiliate as well as Transport 2000 Canada and International.

I hereby apply for membership in TRANSPORT 2000.

NAME _____

ADDRESS _____

CITY _____ PROV. _____ POSTAL CODE _____

PROFESSION _____ TELEPHONE _____

TRANSPORT 2000
BOX / C.P. 300, TERM. A
OTTAWA, K1N 8V3

Would you be interested in forming a group of TRANSPORT 2000 in your home town? If so please write to the above address and we will discuss the matter further with you.

***Please Enclose $5.00 by Cheque or Money Order, made payable to TRANSPORT 2000. Group membership: $20.00.***

Contributions are welcome. TRANSPORT 2000 is a registered charity, and our receipts may be used for income tax deductions.

Swan is Robert J. Swan, Box 1866, Long Beach CA 90801, public transit catalyst expediting the improvement of low-cost rail transit, and in this ad Swan says--but let the words speak for themselves. Congressman Lionel Van Deerlin is known to sample Amtrak when traveling home to San Diego, and on January 5th I wrote them to him:

"I have been clutching Alan Boyd, flailing him then thrashing him, giving him carrot then stick, trying to bash some sense into his bureaucratic cranium. Everybody else seems to think he is God's anointed, and he may well be. To get everybody else to think so, to bring unity to his Board, is a terrific and useful accomplishment and probably almost as far as a bureaucrat can go. I am holding his head under water until he makes a simple operational improvement.

"The Congress has understood and required that Amtrak a year ago will have rerouted the FLORIDIAN via Atlanta. The Amtrak leadership has snowed everybody except me that this is a difficult and costly and impossible move, and now delightedly shifts the responsibility to SecDOT. And I throw it right back at them. The Law requires the FLORIDIAN be rerouted NOW, come up with whatever the SecDOT will in his famous restructuring proposals already due. THOSE proposals are not to be implemented before October next. In the meantime FLORIDIAN is to have been rerouted.

"Don't nobody believe weaseling is progress. It is shame. Amtrak and SecDOT should pay my proposed $4,000 retainer on this and related rerouting of the SOUTHERN CRESCENT--NOW. We're LATE already.

"P.S. Everybody should know that I put out THE updated Amtrak Law, $8."

FLORIDIAN Advertisement SOUTHERN CRESCENT

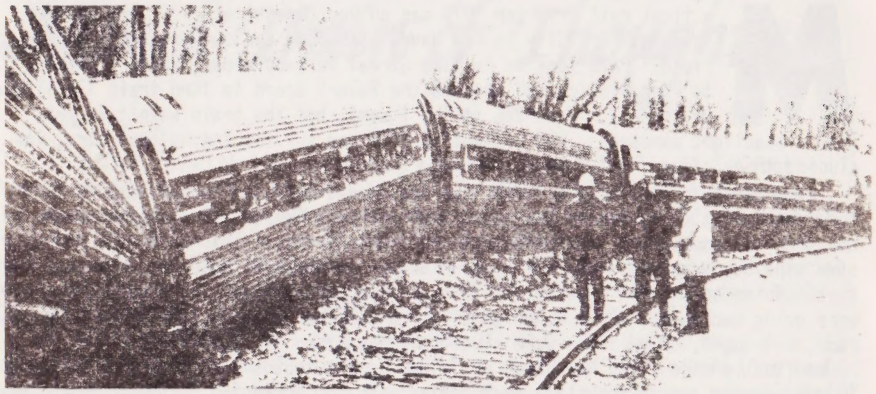
Well, guys and dolls, the simple and least disruptive way to reroute FLORIDIAN NOW, same running time which of course can be reduced, is via Birmingham to Atlanta, Macon, Savannah and through. This is my discovery, which I tested out last May when the train's very existence was threatened by SecDOT's recommendations which followed after the train's not already having been rerouted. Via Chattanooga had problems to which Amtrak had added a major irrelevant problem and errors. This I could do, had to do to save the train and the national system. In the process I worked out a SOUTHERN CRESCENT rerouting which meshes nicely with FLORIDIAN rerouting and which I keep telling SecDOT he needs to consider in his route restructuring. $4,000 is for the incredible amount of professional work, time that has gone into this catalysis since last May.

Regarding the updated Amtrak Law edition, there is none other, the official printings often running years behind; a FLORIDIAN report included on request.

Not only does the movie "Superman" have trains, but also it's a tonic to see that good guys are "in" again, an image that RAILROAD MAGAZINE has long ascribed to the saints that work on trains. In that connection here's what Southern's President L. Stanley Crane said when shown Carl Fowler's description of running the passenger trains on-time west of Birmingham; "To New Orleans In Style On The CRESCENT" appeared in RTN's First Issue Of July 1978: "Although our on-time record to New Orleans is not 100%, we do make an effort to expedite the movement of our passenger trains and to keep them on time." And from new President Richard Spence--his Louisville & Nashville conveys FLORIDIAN--we're improving--85% in August, and "we'll try to do better." We can all say that. Even the bureaucrats. A splendid FLORIDIAN rerouting now is worth volumes of bureaucratese, bushel baskets of testimonials. Operate! That's what it's all about! There is no substitute for results from the opportunities at hand! Its image makes Amtrak the most important member of the Association of American RRs!



## A DERAILMENT OF THE MONTREALER



Mario Sarno photo from Springfield (MA) Daily News

Amtrak's northbound MONTREALER derailed shortly after 4am on Jan 13 in the Jones Point section of Holyoke MA, near the Connecticut River, on B&M tracks. All 8 cars of the Amfleet train, carrying 213 people, left the tracks but remained upright. A 5-year old Virginia boy was treated for a cut finger and several passengers were "shaken up." RDC cars laying over in Springfield MA were brought to the scene, in sub-freezing weather, to return passengers to Springfield from where they were bused on. Cause of the derailment was unknown.

## ROCK ISLAND TRAINS ARE DISCONTINUED

On short notice, the two Rock Island passenger trains, the PEORIA ROCKET and the QUAD CITIES ROCKET, were discontinued after Dec 31, 1978. Previously, they were expected to run until at least Jan 11, but the state dropped its subsidies at the end of 1978 and the bankrupt railroad ended the runs. The last movement of the PEORIA ROCKET was into Chicago on Jan 1 with a train consisting of a blue freight locomotive, two passenger locomotives (including the "Independence" loco), two coaches and a caboose, carrying crew but no passengers. The last Chicago departures of Dec 31 were in a blizzard, and virtually no one but railroad people knew they were the last runs. In other news, the FRA said this month that the Rock Island had the highest accident rate of all U.S. railroads in 1977--42.4 accidents per million train miles. (Best was Amtrak, with 3.8 accidents.)

## NIAGARA RAINBOW TO BE CUT BACK FEB. 1

The section of Amtrak's NIAGARA RAINBOW between Niagara Falls and Detroit will be discontinued effective Feb 1 because the states of New York and Michigan which subsidized that section have withdrawn their subsidies. The train will continue to run daily between New York and Niagara Falls.

## SEVERE STORMS DISRUPT TRANSPORTATION

The month of January saw very severe storms hitting the Midwest and Rockies, and later the East. The worst began in the Midwest on Jan 13 with a snowstorm that piled record amounts of snow on Chicago--over 30 inches--and almost destroyed transportation while resulting in dozens of deaths, the majority apparently automobile-related. Amtrak trains had many cancellations on the 14th thru the 16th, and many trains left late and suffered delays. Amtrak warned passengers that they should forego routine travel and travel only for emergency reasons during the bad weather. Chicago's 12th St. Yards had a number of small derailments, and there were frozen switches outside Union Station. The LAKE SHORE left Chicago late on the 14th

(continued on page 20)

## LAST RAIL TRIP OF 1978 by Bob Underwood

My final rail trip for 1978 was on Dec 26 on train 176, the SENATOR, from New York City to New Haven with Budd car connection to Springfield. PATH took me to 33rd Street in good order, where I walked to Penn Station and checked the Solari board to find train 176 listed on track 9. Down the stairs I went, but the train wasn't in yet. Then a headlight appeared. E60 locomotive #966 was pulling ten Amfleet cars, including three cafes and two legrest cars.

Train 176 left Penn Station at 5:15pm and roared thru the tunnel only to make the "regular" stop by Harold Tower. A train of Long Island Metropolitans raced by and then we resumed our journey up onto Hell Gate Bridge. This is a very impressive ride day or night. There was one slowdown on the Hell Gate line and then very fast running on the New Haven line. Cars on the Connecticut Pike looked like they were going backwards! Then we moved slower and slower. There goes my high-speed ride, I thought. I guess we were stuck behind another train.

We finally made it to New Haven at 7:10. Boston trains usually arrive on track 10 and make an across-the-platform transfer with the Springfield jobs on track 8, but that was not the case this time. We arrived on track 8, and as the crew had not been notified of the change, the doors were all open on the wrong side of the train. Dark Amfleet equipment was on track 10. Like lost sheep, passengers from my train stumbled out across the next track and up the ramp to the hi-level platform where a train of New Haven Cosmopolitans sat. I heard the announcer say that the Springfield train was on track 5 and I knew that was the other hi-level platform. We all had plenty of hiking to do, and there was loud complaining.

Train 412, two RDC's, left 17 minutes late at 7:17. The engineer was a real hogger and we raced between stops at Wallingford, Meriden, Berlin and Hartford. We gained time all the way. We ran slowly by Windsor, a flag stop, and then made Windsor Locks. We crossed the Connecticut River and raced up to Thompsonville, another flag stop. We slowed but didn't stop. Wow. Only three minutes late now, and we raced on toward Springfield. If you sit on the left side of the train all of Springfield comes into view because of the curve of the river. Soon we slowed and passed thru the yards at the south end of town, then screeched round the "New Haven Curve" and came to a stop in the station three minutes early! We ran the 62 miles in one hour 20 minutes. Scheduled time is 1:40. I had my high-speed run.

### QUOTES OF THE WEEK***

"The only reason for the murder-suicide of over 900 people in Guyana being featured in countless pages of the press and hours on radio and TV was the bizarre nature of the killings. Just the death of that many people isn't very impressive to people in this country when you consider the highway slaughter. In Washington state we will kill that many in highway accidents this year and the total may rate a line in the year-end summary of news events... We average almost that number killed on the highways every week of the year, and there isn't much said about it."

--Harrison Tout in the Sequim (WA) Press, reprinted in the Bainbridge (WA) Review, Dec 6, 1978.

### SLIP OF THE MONTH CLUB***

"Table III-8 shows the Community Noise Equivalent Levels due to the trains as calculated by the methodology in Assessment of Noise Environments Around Railroad Operations. These numbers are based on the passage of 14 freight trains, averaging 5600 feet in length, and two passenger trains, averaging 9000 feet in length, each day with velocities of 40 mph."

--From an environmental impact report on a housing development near the SP line thru Fremont CA, used by the COAST STARLIGHT.

(At 85 feet per car, those 106-car COAST STARLIGHTS exceed the 18-car limit a bit.)



# Mixed Train of Thoughts

THE CASCADE TUNNEL'S 50th anniversary occurred on Jan 12. The 41,152-foot bore in Washington state, now used by Amtrak's NORTH COAST HIAWATHA (proposed for discontinuance in the DOT's forthcoming plan) was opened in 1929, and was at that time electrified. On Jun 30, 1956 the Great Northern ended electric locomotive service in favor of diesels, and a large ventilating system at east portal was built that year. Earlier trains that used the tunnel route were the EMPIRE BUILDER, CASCADIAN, ORIENTAL LIMITED, FAST MAIL, and WESTERN STAR.....

THE SOUTHERN CRESCENT will be known as the CRESCENT when Amtrak takes over its operation on Feb 1, reverting to the name it carried from 1938 to 1970 (the train was discontinued in the depression years of 1934-1938), when it was consolidated with the SOUTHERNER. Amtrak will run the train daily thru to New Orleans, rather than tri-weekly with daily operation only south to Atlanta as at present. The first Amtrak CRESCENT will leave northbound from New Orleans at 6:45am on Feb 1, and the first southbound Amtrak CRESCENT will depart Washington at 7:20pm the same day. Ceremonies will be held in both locations. Riders could ride both the first northbound Amtrak train and the last Southern Railway train by traveling to about Meridian MS and returning south to New Orleans on the SR's train. New Orleans will be the train's principal maintenance base.....

* * *

THE AMTRAK BOARD of Directors will hold its monthly meeting on Jan 24. Among the items on the agenda is a request for approval of converting BROADWAY LIMITED cars to all-electric power. Conversion of six baggage cars to power generator cars, phase 3 of Michigan track upgrading, and strengthening of Amtrak staff support for the Superliner program are also on the agenda.....

AMTRAK'S GOVERNMENT AFFAIRS Department on Jan 22 announced several key appointments. John V. Lombardi was appointed Senior Director for Gov't Affairs (formerly Director of State & Local Services). Rima Z. Parkhurst was named Director of Legislative Affairs; Ms. Parkhurst was Director of Congressional Relations at the John F. Kennedy Center for the Performing Arts. Sandra Spence, coming from CalTrans, is now Director of Congressional Liaison. Allan F. Edelston is Director of State and Local Services (formerly Manager of same); and Alex T. Langston is Director of Intergovernment Liaison (formerly Chief of Gov't & Military Marketing)...

* * *

TRANSPORTATION SECRETARY ADAMS rejected "out-of-hand" Amtrak's proposed contract with Congress in its Mission Statement (published in our last issue). Adams reportedly decided that the arrangement would lead to too many "political trains"...

NATIONWIDE RAILROAD STRIKE was apparently avoided as railway clerks tentatively agreed in mid-January ona new 39-month union contract.....

DEPARTMENT OF TRANSPORTATION wants to cut back Amtrak's budget, but it seeks to increase funds for the Northeast Corridor Project. Secretary Adams now wants a $2.5 billion program, up $654 million, and a delay in the completion of the Corridor upgrading until the end of 1983, two years beyond the original completion date...

THE L&N RAILROAD has suffered a "rash of derailments" said the Wall Street Journal in a Jan 18 front page article: "So many L&N trains have been derailed--hundreds of them in the past two years--that it is becoming apparent that the railroad itself has got a bit off the track." FRA figures for 1977 showed it fifth in number of accidents per million train miles, with 25.8, but first in amount of damages incurred, with $25 million worth. (The FRA said that throughout the U.S. in 1977 no railroad passengers were killed in collisions or derailments, but 19 railroad employees were killed.).....

RIO GRANDE ZEPHYR cutback hearings by the Interstate Commerce Commission will be held in May, exact dates unknown. An Amtrak official told Colorado Senator Gary Hart after Hart's inquiry about re-routing the SAN FRANCISCO ZEPHYR on Rio Grande that "We still would prefer to operate via that route rather than thru the less populous and less scenic Union Pacific routing we now use." With Amtrak's takeover of the SOUTHERN CRESCENT, the RIO GRANDE ZEPHYR will become the last privately operated major passenger train in the U.S.....

* * *

NEW YORK TIMES anti-Amtrak editorial of Dec 17 that we described last issue was followed by another on Jan 9, apparently after the Times received many letters from irate pro-passenger train readers. Said the Times in its editorial entitled "No Free Ride for Amtrak", "To judge by the mail, many readers are unhappy with our opposition to heavy Federal subsidies for Amtrak." The editorial went on to attempt to explain that Amtrak is less efficient than buses on low-patronage routes and to reiterate the statement that highways and airlines are not subsidized! Amtrak's Public Affairs VP Ed Edel wrote the times a letter that very day refuting the two editorials which "drew such sweeping conclusions from arguments that were in turn too sweeping or too short-sighted or, in some cases, incorrect." Said Edel, "the estimated cost of Federal airways support in 1978 is $2.182 billion and the cost of airports from federal, state and local sources is $2.120 billion. The total revenues of the Airport and Airway Trust Fund are estimated at less than $1 billion. The rest--about two-thirds of the total--is subsidy, pure and simple." Edel went on, "do you really believe the intercity bus industry is paying its fair share of the costs of highways, bridges, snow removal, police, parking space and all the rest?" Edel said that all highway users get "no less than a 34 percent subsidy, and heavier vehicles, such as buses, are more highly subsidized." He gave an example, of 1976 New York state taxes paid by Greyhound: they were $252,593 in fuel taxes and $42,917 in license and registration fees. "Does that sound like full and proper compensation for the use of the highway system of New York State? That wouldn't fill the pot-holes created by heavy buses between Albany and Troy".....

* * *

THE AMTRAK CRESCENT will offer free coffee or tea in the morning to sleeping car passengers, Amtrak said, and will have a lounge car with snacks in addition to the regular dining car, which will continue such CRESCENT traditions as Southern fried chicken. The daily train will provide more service into New Orleans just in time for Mardi Gras, which is Feb 27 this year. Amtrak also runs special Mardi Gras tours on the PANAMA LIMITED and the SUNSET LIMITED..... "PEOPLES INAUGURAL EXPRESS" was the name given for a special Amtrak train running Kansas City to Wichita via Topeka on Jan 8 and return on Jan 9 for the inauguration of John Carlin as Governor of Kansas (see Cars & Consists, p. 21). It carried over 400 people, and the press reported that everything went smoothly and well.....

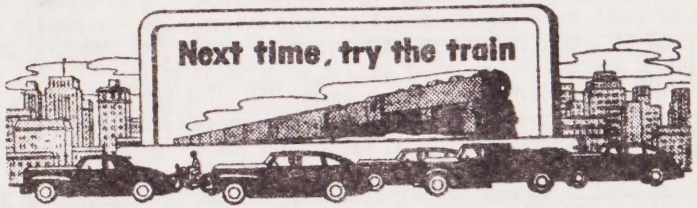
TWENTY PERCENT CUT across the board in Amtrak staff reportedly is being ordered by president Alan Boyd, and Amtrak is waiting to hear the final word on this as we go to press..... THE PULLMAN STANDARD plant is "a mess" according to the report of a Chicago newspaper reporter who visited it. We hear continued rumors that the Superliner order may never be completed, and that Pullman Standard will build no more rail cars after that order. The Budd Company reportedly might be asked to build Amtrak some long distance cars based on the Amfleet shell but with higher dimensions and larger windows if the Superliner order is not completed. And Amtrak is expected, wisely, to be ready to step up its electrification of conventional cars, a program which so far has been eliciting much praise.....

THE AMTRAK PIONEER did extremely well over the Christmas holidays, we are told. Many trains used 6 Amfleet cars, a mix of 60- and 84-seaters, plus an Amdinette and the sleeper and baggage. We heard of no severe standee situations this time...

THE SILVER STAR'S Miami section had its sleeper-lounge dropped as of Jan 9, leaving one 10-6 sleeper, and no lounge south of Auburndale. Starting Jan 15, a



sleeper has been added to the St. Pete section of the FLORIDIAN--a 2500-series car. This is the first time that there has been a sleeper on both Florida sections of the FLORIDIAN since Nov 1976. The diner is still on the Miami section and a full lounge on the St. Pete section. The city of Auburndale has called a meeting for Feb 24 to be attended by Amtrak NARP, UTU, Florida DOT, city, state & federal officials and SCL people to iron out a proposal for a stop there to permit cross-Florida Miami-Tampa-Miami rail travel (METEOR to CHAMPION and vice versa). Note also that the DOT plan is calling for severely cut back Florida service.....




THE SAN DIEGANS' ridership in 1978 was 20.2% higher than in 1977, with December ridership 41% over that of Dec 1977. A total of 825,506 passengers rode the SAN DIEGANS in 1978, Caltrans said. Caltrans attributed the rise to "Expanded service and new marketing programs"..... THE COAST STARLIGHT'S backward movement into and out of Portland was expected to end about Jan 19 as the BN's Willamette River Bridge repairs were expected to be well enough along to permit its use then, with complete repairs scheduled for Feb 6. The consist is pulled backwards between Seattle and Portland because of detours, adding about 30 minutes to the schedule.....

THE NATIONAL LIMITED derailed westbound at Little Blue MO on Jan 16, apparently due to a broken axle on an F40 engine. Train 30 was cancelled between Kansas City and St. Louis Jan 17 because of this, and passengers were bused to St. Louis and equipment was deadheaded to St. Louis and an F40 engine sent from Chicago to run the train east of St. Louis. The deadheading 8-car train (no electricity) was pulled by freight engine MoPac 2098. The derailed train was 6 hours late at the time.....

THE COAST STARLIGHT will be almost entirely taken up by a ski train group between Oakland and Klamath Falls the night of Feb 3, and a disco dancing car may be included. Skiers will be bused from Klamath Falls to the Mt. Bachelor ski area near Bend, Oregon. The week-long package costs $289.....

THE SOUTHERN PACIFIC recently asked to abandon 6.7 miles of its line in and near Monterey CA, formerly part of the DEL MONTE line..... INTERSTATE COMMERCE COMMISSION is being asked to approve purchase by the SP of 965 miles of Rock Island track between Santa Rosa NM and St. Louis via Kansas City.....

THE ICG OPENED a temporary trestle bridge at Galena IL the evening of Dec 23. A freight derailment had collapsed the original bridge on Dec 12. Amtrak riders had been bused between Dubuque and Freeport in the interim..... THREE CONRAIL EMPLOYEES were killed by shotgun blasts in the crowded waiting room of the Amtrak station in Jackson MI on Dec 31, shortly after 5:30pm. A former railroad employee was being sought in the killing..... A FRENCH COMPANY wants to buy the tracks into Atlantic City NJ from Philadelphia and New York in order to build a high-speed passenger rail line. NJ DOT owns most of the track..... RAIL PASSENGER ASSOCIATION of the Southwest on Jan 5 proposed a comprehensive system of passenger trains linking Albuquerque, El Paso, Dallas, Denver, Phoenix and Tucson with each other and the Midwest and West Coast..... NEW HAMPSHIRE'S NEW Governor Hugh J. Gallen is interested in a possible new rail passenger service from his state into Massachusetts and is asking for a feasibility study to be made..... JAPAN NATIONAL RAILWAYS is considering a new rail pass similar to the Eurailpass.....

THE OFFICE CAR that survived the SOUTHERN CRESCENT derailment of Dec 3 was car no. 2, not no. 1 as we reported last issue..... THE ELECTRIC SLEEPERS rebuilt by Amtrak included at last count 13 "Pacific" series and 18 "Pine" series cars.....

News in this issue is updated thru Jan 22, 1979.

SEVERE STORMS (continued from page 15)

and was 18 hours late into Cleveland--the worst delay of the storm. The eastbound SAN FRANCISCO ZEPHYR was stranded in Lincoln NE on the 14th for 12 hours. Passengers were fed by restaurant caterers. Another eastbound SFZ was stuck at Galesburg IL. About 40% of short distance trains in the Midwest were running that weekend, Amtrak said. Chicago-Dubuque and Chicago-Quincy service was lost, and Chicago-Milwaukee service was limited. For 3 days the FLORIDIAN did not operate north of Nashville. The SOUTHWEST LIMITED ran only between L.A. and Kansas City on some days. For two days the LAKE SHORE and BROADWAY did not get into Chicago. By the morning of the 17th, about 95% of Amtrak trains were running, Amtrak said. The LONE STAR, train 15, was annulled at Kansas City on Jan 15 and run as train 15 on the 16th. The westbound SOUTHWEST LIMITED was annulled at Chicago on the 15th. The LONE STAR train 16 was annulled at Ft. Madison on the 15th and deadheaded back to Kansas City Jan 16. Eastbound SOUTHWEST LIMITED was annulled at Kansas City Jan 15 and turned to run as the westbound on Jan 16.

The Chicago-Seattle service suffered the most, and had severe equipment problems even before these major storms hit. Early in January there were stories of all toilets on the EMPIRE BUILDER freezing up, and passengers using the vestibules as toilets. One eastbound NORTH COAST HIAWATHA at Seattle had one of its two sleepers almost inoperative with broken water pipes, and floor carpeting was still soggy, undried by coach yard repairs. Observers attributed many of these problems to poor maintenance and the use of conventional cars not yet converted to electric power. The eastbound EMPIRE BUILDER was cancelled at Seattle on Jan 21. The westbound NORTH COAST was cancelled at Chicago on the 17th. Passengers for the eastbound EMPIRE BUILDER on the 21st were bused to Pasco from Seattle, where the westbound train was stopped, running 10 hours late. Train 7 was annulled Dec 30 at Libby MT, almost 14 hours late, due to heater car failure and equipment freeze-up. Passengers were transferred to buses in 40 below zero weather. Train 18 was blocked by a derailed coal train 6 miles west of Dickenson ND on Dec 30, and sat for over 12 hours in sub-zero weather. It was annulled at St. Paul at 2:35am on Jan 1, 17½ hrs late. From there to Chicago it ran as 2nd section of train 10, the NORTH STAR. On Jan 4 train 8 was annulled at St. Paul because there wasn't enough equipment in Chicago to make up an extra train. Train 9, the NORTH STAR, was turned at St. Paul and run to Chicago as train 8. Train 10 was quickly turned at Chicago and sent to St. Paul as #7. A severe icestorm hit Portland OR Jan 10; the PIONEER made it thru 3 hours late.

RAIL CANADA (continued from page 11)

During the Christmas holidays a westbound CANADIAN running 3 hours late from Toronto was held 2 hours more for an even later SUPER CONTINENTAL from Montreal. Then the CANADIAN was sent westward without the connection. In one case, passengers on the westbound CANADIAN that missed the connection, who were bound for Edmonton and other points on the CN line, were bused from Calgary. Passengers reached Edmonton by bus 12 hours late (about 4am). VIA did not offer them hotels. Rail supporters are suggesting that a better switching point than Winnipeg would be North Bay, Ont.

HEAVY WINTER WEATHER has affected VIA service on the Prairies. One westbound CANADIAN arrived a full day late in Vancouver, after struggling thru heavy blizzards and sub-zero temperatures. Eastbound trains could depart on time, however, as the equipment is on an 8-day cycle.

BRITISH COLUMBIA RAILWAY has issued "Passenger Train Schedule 2" effective Dec 17, 1978, replacing the BCR's first (un-numbered) issue of Jul 10, 1974. Northbd train #1 leaves North Vancouver at 7:30am, 30 mins earlier than before, arriving Prince George one hour earlier. All the speedup is north of Lillooet. Southbd train 2's schedule is unchanged.

THE "CANADIAN" TRAIN due into Vancouver at 11:30am on Dec 29 arrived at 3am on Dec 31, one hour behind the train due 11:30am on Dec 30. One eastbound departure was cancelled do to lack of equipment in Vancouver, with passengers bused or flown.



# RAIL FANTRIPS

Mar 31-Apr 1: "Mountain Outin'" train L.A.-Bakersfield RT, overnite in Bkrsfld. Incl. Cajon Pass & Tehachapis, on Santa Fe. Lv L.A. 7:45am. 1-way $29.75 up. Pacific RR Society, Inc., PO Box 70, East Irvine CA 92650.

Mar 24-25: 4th Annual "Sierra Snowflake Special" Oakland-Reno RT, private open-platform Autoliner 100 on SFZ; limit 25 psgrs. $87.50, motel extra. Dr. Brian L. Jennison, 1555 Oxford #103, Berkeley CA 94709. (415) 548-0451.

Jul 7-8: Mile High RAILFAIR, Denver CO. Rail show with railroadiana, models, dealers, movies, photo contest, authors; door prize: RGZ tickets. RR art show added. #10 SSAE & 30¢ post to NRHS, PO Box 5181 TA, Denver CO 80217, Dept. RTN.

Feb 24-Mar 1: 1st class trip to Mardi Gras, NY-New Orleans RT, Geo. Pins' private Pullman "The Shenandoah". Use car as hotel. Operates on the CRESCENT. Info: Henry "Pucho" Brown, (914) 343-3300.

Snow Train Ottawa-Bell's Corners-Renfrew-Barry's Bay runs RTs Fri, Sat, Sun starting Jan 19. From Ottawa $18; from Renfrew $12; kids $10 & $8. Lv Ottawa 5pm Fri; Lv Ottawa 7:30am Sat & Sun. Info: Admiral Travel (Ottawa, Canada) 237-4720.

One Rail Fantrips listing is free. Send full info to: Rail Travel News, Fantrips Dept., PO Box 9007, Berkeley CA 94709.

# CARS & CONSISTS

*"People's Inaugural Express" special train Kansas City-Wichita via Topeka Jan 8 & Wichita-K.C. Jan 9, for Kansas Gov. John Carlin: engine 500 (SDP); cars hi-level coaches 9908, 9928, 9955, 9953, 9943, 9942.

*Union Pacific "Rose Bowl Special", Los Angeles Jan 1: (all UP equipment) engines 954, 974B, 951 (E's); cars 202 "Pacific Domain" slpr (dorm), 304 baggage, 1609 "Sun Ridge", business cars 108, 110 & "Omaha", diner 4810, dome 9004, business cars 103, "Arden", & "Shoshone". Engines (A-B-A) looked freshly painted.

*NATIONAL LIMITED, train 31, Kansas City Jan 8: engines 265, 282 (F40PHR's); cars 1236 (Dallas), 1211 (L.A.), 2990 "Joseph V. MacDonald", food car 20201, 21863, 21858, 21835, 21094, 21159.

*COAST STARLIGHT, train 11, San Jose Jan 1: engines 568, 537 (SDP's); cars 1007 "Silver Treasure", 1510, 4401, 5236, 4870, dome 9482, 8103, 4485, 4869, 4525, 4552, 4500, 4855, dome 9371, 8035, 2654 "Silver Falls", 2628 "Pacific Rest", 2256 "Star View".

*OCEAN, VIA train 15, St. Lambert, Que., Dec 24, 1978: (first section:) engines 3102, 3124, 3115; steam generator cars 15457, 15462; cars 9481, "Greenhurst", "Deep River", "Elmira", "Cape Tourmentine", 5708, 1357, 5505, 5188, 5298, 5228, 426, 5305, 5419. (2nd section:) engines 3630, 6778, 6621, 6622, 3122; cars 9628, 5427, 5418, 3030, 435, 5509, 5206, 5181, 5417, 5735, "Peace River", "Clearwater River", 1369, "Elgin", "Greenwood", "Green Hill", "Evanston", "Mt. Fitzwilliam"; steam generator 15489. (1st sec. from Gaspe, 2nd sec. from Halifax.)

*SAN JOAQUIN, train 711, Bakersfield Dec 21, 1978: engine 289 (F40PHR); cars 20037 Amcafe, 21196, 20035 Amcafe.

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